Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2006-AAL-225-OE

Issued Date: 09/22/2006

David Baker
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**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has completed an aeronautical study under the provisions of 49 U.S.C., Section 44718 and, if applicable, Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Antenna Tower
Location:	Fairbanks, AK
Latitude:	64-50-3.81 N NAD 83
Longitude:	147-56-23.10 W
Heights:	120 feet above ground level (AGL) 982 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

____ At least 10 days prior to start of construction
(7460-2, Part I)

_X__ Within 5 days after the construction reaches its greatest height
(7460-2, Part II)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory Circular 70/7460-1 AC 70/7460-1K.

This determination expires on 03/22/2008 unless:

(a) extended, revised or terminated by the issuing office.
(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before October 22, 2006. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted in triplicate to the Manager, Airspace and Rules Division - Room 423, Federal Aviation Administration, 800 Independence Ave, Washington, D.C. 20591.

This determination becomes final on November 1, 2006 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Office of Airspace and Rules via telephone -- 202-267-8783 - or facsimile 202-267-9328.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (202)267-9219. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2006-AAL-225-OE.

Signature Control No: 479987-494913 (DNH)

Kevin P. Haggerty
Manager, Obstruction Evaluation Service

Attachment(s)
Additional Information
Frequency Data
Map
7460-2 Attached

AERONAUTICAL STUDY NO. 2006-ANM-225-OE

Abbreviations
AGL - above ground level MSL - mean sea level RWY - runway
IFR - instrument flight rules VFR - visual flight rules nm - nautical mile
Part 77 - 14 Code of Federal Regulations (CFR) Part 77, Objects Affecting Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION
The proposed 120 AGL (982 MSL) structure would be located at 716 Chena Ridge Road approximately 14,333 feet north-northwest of the Fairbanks International Airport (FAI), Alaska, RWY 01L threshold. It will be located on top of mountain ridge where the terrain continues to climb to 2300 MSL. The FAI RWY 01L threshold elevation is 431 MSL.

2. OBSTRUCTION STANDARDS EXCEEDED
The proposed structure is identified as an obstruction under Part 77 Section 77.25(b) The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.23, 77.25, or 77.29; exceeds the FAI RWY 01L conical surface by 210 feet.

3. EFFECT ON AERONAUTICAL OPERATIONS
a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR follows:
Adverse Impact-The proposed antenna would exceed the Part 77 conical surface by 210 feet where the terrain also penetrates the conical surface.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows: None.

c. The impact on all-existing public-use airports and aeronautical facilities follows: None.

d. The impact on all planned public-use airports and aeronautical facilities follow: None.

e. The cumulative impact resulting from the proposed construction or alteration of a structure when combined with the impact of other existing or proposed structures follows: None.

4. CIRCULATION AND COMMENTS RECEIVED
The proposal was not circulated for public comment based upon the results of an internal aeronautical study.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION
It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient use of navigable airspace by aircraft.

6. BASIS FOR DECISION
The proposed antenna would exceed the FAI RWY 01L conical surface by 210 feet, however, the terrain also penetrates the conical surface.

7. CONDITIONS
Within ten days after the building reach its greatest height, proponent is required to file a FAA form 7460-2, Actual Construction notification, at the

OE/AAA website (http://oeaaa.faa.gov). This Actual Construction notification will be the source document detailing the site location, site elevation, and structure height for the National Aeronautical Charting Office (NACO) to map the tower on aeronautical charts and update the national obstruction database.

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Frequency Data for ASN 2006-AAL-225-OE

LOW FREQUENCY	HIGH FREQUENCY	FREQUENCY UNIT	ERP	ERP UNIT
1850	1910	MHz	1640	W
1930	1990	MHz	1640	W

Map for ASN 2006-AAL-225-OE